

that the body must sometimes be refreshed: because that which hath not alternate rest wanteth durability."

The following spiritualising of refectories, wine-cellars, &c., has already excited smiles in many quarters—

"43. In this cloister the diversity of office-chambers is the diversity of virtues. The chapter-house is the secret of the heart: concerning this, however, we shall speak differently hereafter. The Refectory is the love of Holy Meditation. The Cellar, Holy Scripture. The Dormitory, a clean conscience. The oratory, a spotless life. The garden of trees and herbs, the collection of virtues. The well, the dew of God's Heavenly Gifts: which in this world mitigateth our thirst, and hereafter will quench it."

In conclusion, we would ask, is our church likely to gain respect, or, rather, is occasion given to the enemies of God to blaspheme, by its ministers republishing the following passages of Durandus—

"28. The snuffers or scissors for trimming the lamps are the Divine words by which men amputate the legal titles of the Law, and reveal the shining spirit, according to that saying, *YU SHALL KAY OLD STORE, AND BRING FORTH THE OLD TREASURE OF THE NEW*. The vessels in which the wicks, when snuffed, are extinguished, are the hearts of the Faithful, which admit the legal observance to the letter.

"29. Again, the tongs, by the double tooth of which the fire is arranged, are preachers; who instruct us by the accordant pages of both Testaments, and by their behaviour setting us right, inflame us to the practice of charity."

THE GOVERNMENT RAILWAYS BILL.

THE main features of the arrangement between the Government and the railway deputation in reference to the Railways Bill are briefly as follow:—The revision of the tolls of such railways hereafter to be constructed as may return a larger interest than ten per cent. per annum is not to take place until the lapse of twenty-one years from the passing of the bills under which the respective companies may be incorporated, and not at the end of fifteen years, as originally fixed. A further period of twenty-one years must elapse before a second revision can be effected. The Act is not to apply in any way to existing companies, except in reference to third-class passengers, for whose accommodation the companies agree to run one train daily, at fares not exceeding a penny a mile, the Government binding itself wholly to exempt from taxation the receipts accruing from such cheap trains. There are other concessions of minor importance, but for these we must refer to the annexed copy of the amended Bill.

AMENDED RAILWAYS BILL.

A Bill to attach certain Conditions to the Construction of Future Railways, authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other purposes in relation to Railways.

Note.—The clauses marked (A) and (B) were added by the committee.

1. Whereas it is expedient that the concession of powers for the establishment of new lines of railway should be subjected to such conditions as are hereinafter explained for the benefit of the public; be it enacted by the Queen's most excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, that if at any time after the end of twenty-one years from and after the 1st day of January next after the passing of any Act of the present or of any future session of Parliament, for the construction of any new line of passenger railway, whether such new line be a trunk, branch, or junction line, and whether such new line be constructed by a new company incorporated for the purpose, or by any existing company, the clear annual profits divisible upon the subscribed and paid-up capital stock of the said railway, upon the average of the three then last preceding years, shall equal or exceed the rate of 10% for every

100% of such paid-up capital stock, it shall be lawful for the Lords Commissioners of her Majesty's Treasury, upon giving to the said company three calendar months' notice in writing of their intention so to do, to revise the scale of tolls, fares, and charges limited by the Act or Acts relating to the said railway, and to fix such new scale of tolls, fares, and charges, applicable to such different classes and kinds of passengers, goods, and other traffic on such railway, as in the judgment of the said lords commissioners, assuming the same quantities and kinds of traffic to continue, shall be likely to reduce the said divisible profits to the said rate of 10% in the 100%, and so from time to time at the expiration of each succeeding period of twenty-one years; provided always, that no such revised scale shall take effect, unless accompanied by a guarantee, to subsist as long as any such revised scale of tolls, fares, and charges shall be in force, that the said divisible profits, in case of any deficiency therein, shall be made good to the said rate of 10% for every 100% of such capital stock; provided also, that such revised scale shall not be again revised or such guarantee withdrawn, otherwise than with the consent of the company, for the further period of twenty-one years.

2. That whatever may be the rate of divisible profits in any such railway, it shall be lawful for the said lords commissioners, if they shall think fit, at any time after the expiration of the said term of twenty-one years, to purchase any such railway, with all its hereditaments, stock, and appurtenances, in the name and on behalf of her Majesty, upon giving to the said company three calendar months' notice in writing of their intention, and upon payment of a sum equal to twenty-five years' purchase of the said annual divisible profits, estimated on the average of the three then next preceding years: provided always, that if the average rate of profit for the said three years shall exceed the rate of 10% in the 100%, it shall be taken at only 10% in the 100% for the purpose of calculating thereon the amount of such purchase-money: provided also, that if the average rate of profits for the said three years shall be less than the rate of 10% in the 100%, it shall be lawful for the company, if they shall be of opinion that the said rate of twenty-five years' purchase of the said average profits is an inadequate rate of purchase of such railway, reference being had to the prospects thereof, to require that the rate of purchase, instead of being calculated upon such average rate of profit, shall be taken at a valuation, to be determined, in case of difference, by arbitration.

3. (A.) That nothing herein contained shall be construed to subject to the said option of revision or purchase any railway made or authorized to be made by any act previous to the present session; and that no branch or extension of less than five miles in length of any existing line of railway shall be taken to be a new railway within the provisions of this act; and that the said option of purchase shall not be exercised as to any branch or extension of any existing railway, without including in the purchase the existing railway; also in case the company of proprietors of the same shall require that the same be so included.

4. (B.) And whereas it is expedient that the policy of calling into exercise the powers of revision or purchase hereby reserved, or either of them, should in no manner be prejudged by the provisions of this Act, and should remain for the future consideration of the legislature, upon grounds of general and national policy; and whereas it is not the intention of this Act, that under the said powers of revision or purchase, if called into use, the public resources should be employed to sustain an undue competition against any independent company or companies; be it enacted, that no such notice as hereinbefore mentioned, whether of revision or purchase, shall be given, until provision shall have been made by parliament, by an Act or Acts to be passed in that behalf, for authorizing the guarantee or the levy of the purchase-money hereinbefore mentioned, as the case may be, and for determining, subject to the conditions hereinbefore mentioned, the manner in which the said options or either of them shall be exercised: provided always, that before any application is made to parliament for the powers to exercise the said

options or either of them, three months' notice shall be given by the said lords commissioners to the company or companies to be affected thereby, of the intention so to apply.

5. That from and after the commencement of the period of three years preceding the period at which the option of ransom or purchase becomes available, full and true accounts shall be kept of all sums of money received and paid on account of any railway within the provisions hereinbefore contained (distinguishing if the said railway shall be a branch railway, or one worked in common with other railways, the receipts, and giving an estimate of the expenses, on account of the said railway from those on account of the trunk line, or other railways) by the directors of the company to whom such railway belongs or by whom the same may be worked, and of the purposes and things for which such sums of money shall have been received and paid; and every such railway company shall once in every half-year cause a half-yearly account in abstract to be prepared, shewing the total receipt and expenditure on account of the said railway, for the half-year, ending the 30th day of June and the 31st day of December respectively, or such other convenient days as shall in each case be directed by the lords of the said committee; under distinct heads of receipt and expenditure, according to such form as may be required by the lords of the said committee, with a statement of the balance of such account duly audited and certified under the hands of two or more directors of the said railway company; and shall send a copy of the said account to the lords of the said committee on or before the last days of August and February respectively, or such other days as shall in each case be directed by the lords of the said committee in each year; and it shall be lawful for the lords of the said committee, if and when they shall think fit, to appoint any proper person or persons to inspect the accounts and books of the said company; and it shall be lawful for any person so authorized, at all reasonable times, upon producing his authority, to examine the books, accounts, vouchers, and other documents of the company, at the principal office, or place of business, of the company, and to take copies or extracts therefrom.

6. Companies to provide one cheap train, each way, daily. [This clause remains virtually unchanged, see clause 25 of former Bill.] And with respect to all railway companies subject to these obligations, which shall be open on or before the 1st day of November next, these obligations shall come into force on the said 1st day of November; and with respect to all other railways subject to this obligation, it shall come into force on the day of opening of the railway, or the day after the last day of the session in which the Act shall be passed, by reason of which the company will become subject thereunto, which shall first happen.

7. That if any railway company shall refuse, or wilfully neglect, to comply with the provisions of this Act as to the said cheap trains, within a reasonable time, or shall attempt to evade the operation of such order, such company shall forfeit to her Majesty a sum not exceeding 20% for every day during which such refusal, neglect, or evasion shall continue.

8. Board of Trade to have a discretionary power of allowing alternative arrangements. [This clause is the same as the former clause 27.]

9. That no tax shall be levied upon the receipts of any railway company from the conveyance of passengers at fares not exceeding 1d. for each mile, by any such cheap train, as aforesaid.

10. Certain companies to convey military and police forces at certain charges, 5 and 6 Vict. c. 55. [This is the same as the former clause 29.]

11. Railway companies to afford additional facilities for the transmission of the mails, 1 and 2 Vict., c. 38. [This is the same as former clause 30.]

12. And whereas electrical telegraphs have been established on certain railways, and may be more extensively established hereafter, and it is expedient to provide for their due regulation; be it enacted, that every railway company, on being required so to do by the lords of the said committee, shall be bound to allow any